

APPENDIX E
YEAR 2030 WITH PROJECT TRAFFIC VOLUMES

APPENDIX E-1

INTERSECTION TRAFFIC VOLUMES

Buildout With Project														
#	Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
1	Manchester/ Katella	130	0	810	430	590	20	0	1470	1300	520	1900	0	7170
2	Anaheim Way/ Katella	700	420	630	0	0	0	40	2680	0	0	1920	430	6820
3	Lewis/ Katella	70	410	440	270	380	390	530	1970	140	150	1520	140	6410
4	State College/ Katella	300	480	310	410	1010	900	690	1460	670	540	620	80	7470
5	Sportstown/ Katella	100	10	420	60	10	70	30	1640	540	820	940	110	4750
6	Howell/ Katella	20	20	40	320	70	250	50	2030	90	170	1600	510	5170
7	SR 57 SB Ramps/ Katella	0	0	0	350	0	750	0	2250	180	0	1560	260	5350
8	SR 57 NB Ramps/ Katella	360	0	610	0	0	0	0	2240	400	0	1430	240	5280
9	Douglass/ Katella	340	190	330	890	540	120	460	1950	550	630	1260	350	7610
10	Struck/ Katella	260	0	10	0	0	0	0	2710	540	20	1960	0	5500
11	Main/ Katella	70	830	200	170	820	150	480	1350	170	420	1620	70	6350
12	Batavia/ Katella	120	720	250	140	840	370	240	770	310	430	1670	300	6160

Buildout With Project															
#	Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
1	Manchester/ Katella	200	0	0	210	520	150	0	0	1910	1110	770	2440	0	7310
2	Anaheim Way/ Katella	860	1680	0	360	0	0	0	50	2580	0	0	2830	950	9310
3	Lewis/ Katella	250	670	520	380	380	460	770	420	2100	110	480	2700	190	9050
4	State College/ Katella	530	830	250	320	320	680	820	900	1240	420	690	1670	350	8700
5	Sportstown/ Katella	620	20	1150	150	500	20	120	130	1210	480	870	1710	140	6620
6	Howell/ Katella	130	90	210	40	500	20	40	160	2060	70	90	2570	530	6470
7	SR 57 SB Ramps/ Katella	0	0	0	240	0	0	560	0	2190	510	0	2430	510	6440
8	SR 57 NB Ramps/ Katella	290	0	480	0	0	0	0	0	1850	500	0	2680	520	6320
9	Douglas/ Katella	1060	570	640	530	310	390	390	260	1500	500	570	2210	840	9380
10	Struck/ Katella	580	0	20	0	0	0	0	0	2670	350	10	2970	0	6600
11	Main/ Katella	200	770	500	100	890	510	510	320	1920	160	230	1600	190	7390
12	Batavia/ Katella	330	560	340	310	680	140	140	420	1350	180	210	790	80	5390

APPENDIX E-II

ROADWAY SEGMENT TRAFFIC VOLUMES

**ADT VOLUMES
ARTIC, ANAHEIM**

ID	Arterial	From	To	2030 with Project ADT
1	Katella Avenue	Manchester Avenue	Anaheim Way	71,090
2	Katella Avenue	I-5 Freeway	Lewis Street	71,090
3	Katella Avenue	Lewis Street	State College Boulevard	57,860
4	Katella Avenue	State College Boulevard	Sportstown	51,920
5	Katella Avenue	Sportstown	Howell Avenue	62,310
6	Katella Avenue	Howell Avenue	SR-57 Freeway	71,190
7	Katella Avenue	SR-57 Freeway	Main Street	62,900
8	Katella Avenue *	Main Street	Batavia Street	51,570

**PEAK HOUR VOLUMES
ARTIC, ANAHEIM**

#	Location	Time Period	Approach	2030 with Project
1	Katella Avenue from Manchester Avenue to Anaheim Way	AM	EB	2,720
			WB	2,620
		PM	EB	3,580
			WB	3,690
2	Katella Avenue from Anaheim Way to Lewis Street	AM	EB	3,310
			WB	2,350
		PM	EB	3,730
			WB	3,780
3	Katella Avenue from Lewis Street to State College Boulevard	AM	EB	2,680
			WB	1,810
		PM	EB	3,000
			WB	3,370
5	Katella Avenue from Sportstown to Howell Avenue	AM	EB	2,170
			WB	1,870
		PM	EB	2,510
			WB	2,740
6	Katella Avenue from Howell Avenue to SR 57 Freeway	AM	EB	2,430
			WB	2,310
		PM	EB	2,770
			WB	3,190
7	Katella Avenue from SR-57 Freeway to Main Street	AM	EB	2,960
			WB	2,240
		PM	EB	2,260
			WB	3,620
8	Katella Avenue from Main Street to Batavia Street	AM	EB	1,750
			WB	2,160
		PM	EB	2,520
			WB	2,020

APPENDIX E-III

FREEWAY SEGMENT AND RAMP TRAFFIC VOLUMES



- SR-22 Eastbound Off-Ramp to Fairview (PM Peak Hour)
- SR-22 Eastbound On-Ramp from Fairview (PM Peak Hour)
- SR-22 Eastbound Connector to I-5/SR-57/The City Drive/Bristol Street (PM Peak Hour)
- SR-22 Eastbound Collector/Distributor Off-Ramp to The City Drive (PM Peak Hour)
- SR-22 Westbound On-Ramp from Haster Street (PM Peak Hour)

As compared to the No Project scenario, there are two additional deficient ramps under the With Project scenario, the Northbound SR-57 Off-Ramp to Ball Road and the Southbound SR-57 On-Ramp to Orangewood Avenue, both under PM Peak Hour conditions.

Table 5-6: 2030 With Project Freeway Ramp HCM LOS

ID	Ramp Segment	A.M. Peak Hour				P.M. Peak Hour			
		Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS
R - 1	I-5 NB Connector from SR-22 EB*	5,320	2,020	30.0	D	9,390	2,800	> Capacity	F
R - 2	I-5 NB Off-Ramp to Chapman Avenue	7,170	340	24.7	C	12,190	420	> Capacity	F
R - 3	I-5 NB Off-Ramp to State College Boulevard	6,830	1,350	13.2	B	11,770	890	> Capacity	F
R - 4	I-5 NB HOV Off-Ramp to Gene Autry Way/Disney Way	1,520	110	13.9	B	2,050	160	18.8	B
R - 5	I-5 NB On-Ramp from State College Boulevard/Chapman Avenue	5,700	230	17.2	B	10,880	440	> Capacity	F
R - 6	I-5 NB Off-Ramp to Katella Avenue**	5,810	1,050	22.0	C	9,460	1,740	35.9	E
R - 7	I-5 NB On-Ramp from Orangewood Avenue	4,860	370	19.3	B	7,760	570	27.9	C
R - 8	I-5 NB On-Ramp from Katella Avenue	5,230	260	19.5	B	8,290	410	28.0	C
R - 9	I-5 NB HOV On-Ramp from Gene Autry Way	1,250	220	28.8	D	1,800	930	> Capacity	F
R - 10	I-5 NB On-Ramp from Anaheim Boulevard	5,490	440	21.3	C	8,700	1,290	> Capacity	F
R - 11	I-5 NB Off-Ramp to Harbor Boulevard	5,780	820	23.9	C	10,090	1,010	> Capacity	F
R - 12	I-5 NB On-Ramp from Harbor Boulevard	4,980	290	19.5	B	9,080	740	> Capacity	F
R - 13	I-5 SB Off-Ramp to Harbor Boulevard	7,870	700	28.9	D	8,830	700	32.0	D
R - 14	I-5 SB On-Ramp from Harbor Boulevard	7,170	1,260	22.0	C	8,140	1,020	23.1	C
R - 15	I-5 SB Off-Ramp to Disney Way/Anaheim Boulevard	8,430	730	30.9	D	9,150	590	32.5	D
R - 16	I-5 SB Off-Ramp to Katella Avenue/Orangewood Avenue**	6,230	940	29.5	D	7,770	410	36.8	E
R - 17	I-5 SB HOV Off-Ramp to Gene Autry Way	2,910	800	26.8	C	2,690	450	24.7	C
R - 18	I-5 SB On-Ramp from Anaheim Boulevard	5,380	440	21.0	C	7,410	590	26.9	C
R - 19	I-5 SB On-Ramp from Katella Avenue	5,810	960	23.0	C	7,970	810	28.2	D
R - 20	I-5 SB Off-Ramp to State College Boulevard/Chapman Avenue	6,470	640	3.0	A	8,640	870	8.0	A
R - 21	I-5 SB HOV On-Ramp from Gene Autry Way	2,170	240	22.5	C	2,370	330	24.9	C
R - 22	I-5 SB On-Ramp from Orangewood Avenue	5,840	700	22.7	C	7,800	900	27.7	C
R - 23	I-5 SB On-Ramp from State College Boulevard	6,530	240	18.7	B	8,670	320	23.8	C
R - 24	I-5 SB On-Ramp from Chapman Avenue	6,770	480	17.9	B	8,990	670	21.4	C
R - 25	I-5 SB Connector to SR-22 WB	7,250	950	28.2	D	9,610	1,320	> Capacity	F
R - 26	I-5 SB Connector to SR-22 EB	6,350	1,960	11.1	B	8,290	1,350	16.0	B
R - 27	SR-57 NB Off-Ramp to Chapman Avenue	3,890	160	23.6	C	5,340	180	30.5	D
R - 28	SR-57 NB On-Ramp from Chapman Avenue WB	6,170	260	15.7	B	9,780	430	21.4	C
R - 29	SR-57 NB On-Ramp from Chapman Avenue EB	5,950	220	17.3	B	9,460	320	24.9	C



Table 5-6: 2030 With Project Freeway Ramp HCM LOS, Continued

ID	Ramp Segment	A.M. Peak Hour				P.M. Peak Hour			
		Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS	Mainline Volume	Ramp Volume	Density (pc/mi/ln)	LOS
R-30	SR-57 NB Off-Ramp to Orangewood Avenue	6,430	720	25.6	C	10,210	320	34.5	D
R-31	SR-57 NB On-Ramp from Orangewood Avenue WB	6,010	340	20.4	C	10,240	690	34.5	D
R-32	SR-57 NB On-Ramp from Orangewood Avenue EB	5,710	300	17.0	B	9,890	350	26.1	C
R-33	SR-57 NB Off-Ramp to Katella Avenue	5,320	970	23.1	C	9,180	770	33.5	D
R-34	SR-57 NB On-Ramp from Katella Avenue WB	4,750	240	15.0	B	8,910	520	23.5	C
R-35	SR-57 NB On-Ramp from Katella Avenue EB	4,350	400	14.7	B	8,410	500	22.2	C
R-36	SR-57 NB Off-Ramp to Ball Road	5,140	910	22.2	C	9,840	980	36.7	E
R-37	SR-57 NB On-Ramp from Ball Road WB	4,750	420	15.7	B	9,510	900	25.0	C
R-38	SR-57 NB On-Ramp from Ball Road EB	4,230	520	15.0	B	8,860	650	23.4	C
R-39	SR-57 SB Off-Ramp to Ball Road	8,720	1,770	37.2	E	8,250	1,210	32.8	D
R-40	SR-57 SB On-Ramp from Ball Road WB	6,950	240	24.4	C	7,100	520	24.8	C
R-41	SR-57 SB On-Ramp from Ball Road EB	7,190	670	25.0	C	7,600	580	26.0	C
R-42	SR-57 SB Off-Ramp to Katella Avenue	8,490	1,100	> Capacity	F	8,360	800	> Capacity	F
R-43	SR-57 SB On-Ramp from Katella Avenue WB	7,390	260	25.7	C	7,570	510	26.0	C
R-44	SR-57 SB On-Ramp from Katella Avenue EB	7,650	180	26.5	C	8,070	510	27.3	C
R-45	SR-57 SB Off-Ramp to Orangewood Avenue	7,980	870	30.1	D	9,160	930	34.3	D
R-46	SR-57 SB On-Ramp from Orangewood Avenue	7,110	250	28.3	D	8,230	700	> Capacity	F
R-47	SR-57 SB Off-Ramp to Chapman Avenue	7,360	530	26.4	C	8,930	680	32.2	D
R-48	SR-57 SB On-Ramp from Chapman Avenue	1,370	430	17.3	B	1,790	600	22.2	C
R-49	SR-22 EB Off-Ramp to Fairview Street	7,130	260	30.0	D	8,530	300	35.8	E
R-50	SR-22 EB On-Ramp from Fairview Street	6,870	980	24.3	C	8,230	1,360	> Capacity	F
R-51	SR-22 EB Connector to I-5/SR-57/The City Drive/Bristol Street**	7,000	5,010	33.2	D	9,110	6,690	> Capacity	F
R-52	SR-22 EB Collector/Distributor Off-Ramp to The City Drive	5,010	330	29.2	D	6,690	460	> Capacity	F
R-53	SR-22 EB Connector from I-5 SB/SR-57 SB	2,900	2,090	26.6	C	3,220	2,950	35.0	D
R-54	SR-22 WB Connector to I-5 SB/SR-57 SB	4,460	1,940	14.8	B	6,630	2,400	23.2	C
R-55	SR-22 WB On-Ramp from The City Drive	2,000	380	22.2	C	2,570	490	27.9	C
R-56	SR-22 WB Connector from I-5 SB/SR-57 SB	4,720	2,000	24.3	C	7,280	2,570	33.9	D
R-57	SR-22 WB Off-Ramp to Hastec Street	7,040	650	8.8	A	10,340	870	16.7	B
R-58	SR-22 WB On-Ramp from Hastec Street	6,400	550	23.0	C	9,470	810	> Capacity	F

Deficient Segment

* Major Merge Analysis Utilized to calculate density

** Major Diverge Analysis Utilized to calculate density



Table 5-7: 2030 With Project Freeway Mainline HCM LOS

ID	Freeway Segment	Northbound / Eastbound						Southbound / Westbound					
		A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour		
		Volume	Density (pc/mi/ln)	LOS	Volume	Density (pc/mi/ln)	LOS	Volume	Density (pc/mi/ln)	LOS	Volume	Density (pc/mi/ln)	LOS
F-1	I-5 between SR-91 and Brookhurst Street	6,020	18.6	C	10,040	35.5	E	7,200	18.5	C	8,010	20.6	C
F-2	I-5 between Brookhurst Street and Euclid Street	6,300	19.4	C	10,420	38.3	E	7,360	22.9	C	8,840	28.7	D
F-3	I-5 between Euclid Street and Lincoln Avenue	6,300	19.4	C	10,830	42.0	E	7,830	33.8	D	8,860	44.5	E
F-4	I-5 between Lincoln Avenue and Harbor Boulevard	6,460	19.9	C	11,240	> 45.0	F	7,870	24.7	C	8,830	28.7	D
F-5	I-5 between Harbor Boulevard and Katella Avenue	5,780	17.8	B	10,090	35.8	E	6,230	19.2	C	7,770	24.3	C
F-6	I-5 between Katella Avenue and State College Boulevard	5,810	17.9	B	9,460	31.9	D	6,470	20.0	C	8,640	27.8	D
F-7	I-5 between State College Boulevard and SR-22	6,830	17.5	B	11,770	34.0	D	8,210	21.1	C	10,020	26.6	D
F-8	I-5 between SR-22 and 17th Street	8,470	21.8	C	14,590	> 45.0	F	12,120	35.9	E	14,900	> 45.0	F
F-9	I-5 between 17th Street and Grand Avenue	8,800	22.8	C	13,780	> 45.0	F	10,230	27.3	D	13,220	43.8	E
F-10	I-5 between Grand Avenue and 4th Street	8,640	22.3	C	13,380	> 45.0	F	9,950	26.3	D	13,050	42.4	E
F-11	I-5 between 4th Street and SR-55	8,590	22.2	C	13,070	42.5		8,900	23.0	C	11,910	34.7	D
F-12	SR-57 between SR-22 and Orangewood Avenue	6,430	18.5	B	10,210	27.2	D	7,010	21.7	C	8,550	27.4	D
F-13	SR-57 between Orangewood Avenue and Katella Avenue	5,320	16.4	B	9,180	30.4	D	7,980	25.1	C	9,160	30.3	D
F-14	SR-57 between Katella Avenue and Ball Road	5,140	15.8	B	9,840	34.2	D	8,490	39.9	E	8,360	38.6	E
F-15	SR-57 between Ball Road and Lincoln Avenue	5,230	16.1	B	10,390	38.1	E	8,720	28.2	D	8,250	26.1	D
F-16	SR-57 between SR-91 and Lincoln Avenue	5,090	15.7	B	10,940	43.1	E	9,410	24.6	C	8,720	22.5	C
F-17	SR-22 between Brookhurst Street and Euclid Street	6,870	27.6	D	8,090	36.0	E	5,640	21.8	C	8,720	42.6	E
F-18	SR-22 between Euclid Street and Harbor Blvd.	7,310	30.2	D	8,630	41.6	E	6,210	24.3	C	9,490	> 45.0	F
F-19	SR-22 between Harbor Boulevard and Haster Avenue	7,130	29.0	D	8,530	40.4	E	6,370	25.0	C	9,590	> 45.0	F
F-20	SR-22 between Haster Avenue and The City Drive/I-5	7,000	21.7	C	9,110	30.0	D	7,040	21.8	C	10,340	37.7	E
F-21	SR-22 between I-5 and Main Street	4,980	19.2	C	6,090	23.7	C	4,460	17.2	B	6,630	26.3	D
F-22	SR-22 between Main Street and Glassell Street	4,290	16.5	B	6,360	25.0	C	4,580	17.6	B	5,880	22.8	C
F-23	SR-22 between Glassell Street and SR-55	3,490	10.8	A	5,580	17.2	B	4,440	17.1	B	5,210	20.1	C

Deficient Segment

Caltrans Freeway Weaving HCM Analysis

Tables 5-8 and 5-9 summarize HCM analysis results for the weaving areas for the study area freeways for the AM and PM peak hours. Under the 2030 With Project scenario, there are several freeway weaves identified as being deficient in either the AM or PM peak hours. Coordination with Caltrans will be required for proposed capacity or operational improvements to the freeway mainline segments or ramps, which may improve the weaving LOS. Detailed HCM weaving analysis



- SR-22 Eastbound between SR-57 Southbound Connector and Town and Country Road Off-Ramp (PM Peak Hour)
- SR-22 Westbound between La Veta Avenue On-Ramp and I-5 / SR-57 Northbound Connector (PM Peak Hour)
- SR-22 Eastbound between Town and Country Road On-Ramp and Glassell Street Off-Ramp (PM Peak Hour)

Within the deficient weaving segments identified above, the following three freeway weaving segments become deficient under the With Project scenario and are not deficient under the No Project scenario:

- SR-57 Southbound between Orangewood Avenue On-Ramp and Chapman Avenue Off-Ramp (PM Peak Hour)
- SR-57 Southbound between Katella Avenue On-Ramp and Orangewood Avenue Off-Ramp (PM Peak Hour)
- SR-22 Westbound between Metropolitan Drive On-Ramp and Haster Street Off-Ramp (PM Peak Hour)

Table 5-8: 2030 With Project Freeway Weaving AM Peak Hour HCM LOS

ID	Weaving Segment	Weaving Length (Ft)	Weaving Movement Volume				Density (pc/mi/ln)	LOS	
			A-C	B-D	A-D	B-C			
W-1	I-5 NB b/w Brookhurst Street On-Ramp and SR-91 EB Off-Ramp	2,980	Not Applicable						
	I-5 SB b/w SR-91 Connector / Magnolia Avenue On-Ramp and Brookhurst Street Off-Ramp	3,390							
W-2	I-5 NB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp	2,890							
	I-5 SB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp	2,540							
W-3	I-5 NB b/w Lincoln Avenue On-Ramp and Euclid Street Off-Ramp	2,000	5,600	10	460	230	20.9	B	
W-4	I-5 NB b/w Disneyland Drive On-Ramp and Lincoln Avenue Off-Ramp	1,680	5,610	20	540	290	21.9	B	
	I-5 SB b/w Lincoln Avenue On-Ramp and Disneyland Drive Off-Ramp	3,060	Not Applicable						
W-5	I-5 SB b/w Disneyland Drive On-Ramp and Harbor Boulevard Off-Ramp	1,520	6,490	40	660	680	31.3	C	
W-6	I-5 NB b/w Anaheim Boulevard On-Ramp and Harbor Boulevard Off-Ramp	2,080	4,110	40	780	850	23.6	C	
	I-5 SB b/w Harbor Boulevard On-Ramp and Disney Way Off-Ramp	2,650	Not Applicable						
W-7	I-5 NB b/w State College Boulevard On-Ramp and Katella Avenue Off-Ramp	2,350	4,540	10	1,040	220	20.2	B	
	I-5 SB b/w Katella Avenue On-Ramp and State College Boulevard Off-Ramp	1,870	4,920	50	590	910	25.6	C	
W-8	I-5 NB b/w SR-22 Connector and Chapman Avenue Off-Ramp	1,720	3,720	100	240	1,920	23.7	B	
	I-5 SB b/w State College Boulevard / Chapman Avenue On-Ramp and SR-22 Connector	1,510	5,660	10	940	230	26.6	C	
W-9	I-5 NB b/w Main Street On-Ramp and SR-22 WB Connector	1,740	5,050	60	840	1,110	27.0	C	
W-10	I-5 NB b/w 17th Street On-Ramp and Main Street Off-Ramp	1,530	6,620	10	1,170	240	32.4	D	
	I-5 SB b/w Main Street On-Ramp and 17th Street / Penn Way Off-Ramp	1,510	9,110	30	440	520	> Capacity	F	
W-11	I-5 NB b/w Grand Avenue On-Ramp and 17th Street Off-Ramp	2,110	6,330	20	510	470	26.8	C	
	I-5 SB b/w Penn Way On-Ramp and Santa Ana Boulevard Off-Ramp	1,260	7,370	30	610	520	35.1	D	



Table 5-8: 2030 With Project Freeway Weaving AM Peak Hour HCM LOS, Continued

ID	Weaving Segment	Weaving Length (ft)	Weaving Movement Volume				Density (pc/mi/ln)	LOS	
			A-C	B-D	A-D	B-C			
W-12	I-5 NB b/w Fourth Street On-Ramp and Grand Avenue Off-Ramp	1,820	6,370	20	370	440	26.4	C	
	I-5 SB b/w Santa Ana Boulevard On-Ramp and Fourth Street Off-Ramp	2,500	7,370	20	580	320	27.9	C	
W-13	I-5 NB b/w SR-55 Connector and First Street Off-Ramp	1,750	4,090	120	670	2,280	30.8	C	
	I-5 SB b/w First Street On-Ramp and SR-55 SB Connector	1,580	4,830	40	1,860	690	30.7	C	
W-14	SR-57 NB b/w Chapman Avenue On-Ramp and Orangewood Avenue Off-Ramp	1,230	4,390	10	710	250	18.8	B	
	SR-57 SB b/w Orangewood Avenue On-Ramp and Chapman Avenue Off-Ramp	1,140	6,240	10	520	240	27.2	C	
W-15	SR-57 NB b/w Orangewood Avenue On-Ramp and Katella Avenue Off-Ramp	1,360	4,030	20	950	320	19.3	B	
	SR-57 SB b/w Katella Avenue On-Ramp and Orangewood Avenue Off-Ramp	1,780	6,940	10	860	170	30.4	C	
W-16	SR-57 NB b/w Katella Avenue On-Ramp and Ball Road Off-Ramp	2,130	4,000	10	900	230	17.8	B	
	SR-57 SB b/w Ball Road On-Ramp and Katella Avenue Off-Ramp	2,490	6,750	30	1,070	640	39.4	E	
W-17	SR-57 NB b/w Ball Road On-Ramp and Lincoln Avenue Off-Ramp	4,950	Not Applicable						
	SR-57 SB b/w Lincoln Avenue On-Ramp and Ball Road Off-Ramp	5,160	Not Applicable						
W-18	SR-57 NB b/w Lincoln Avenue On-Ramp and SR-91 EB Connector	2,250	3,620	20	1,050	400	18.2	B	
	SR-57 SB b/w SR-91 EB Connector and Lincoln Avenue Off-Ramp	1,620	5,830	60	860	1,090	33.9	D	
W-19	SR-22 EB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp	3,370	Not Applicable						
	SR-22 WB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp	5,270	Not Applicable						
W-20	SR-22 EB b/w Euclid Street On-Ramp and Harbor Boulevard Off-Ramp	2,640	Not Applicable						
	SR-22 WB b/w Harbor Boulevard On-Ramp and Euclid Street Off-Ramp	2,260	4,930	20	880	380	27.8	C	
W-21	SR-22 EB b/w Harbor Boulevard On-Ramp and Fairview Street Off-Ramp	2,770	Not Applicable						
	SR-22 WB b/w Haster Street / Garden Grove Boulevard On-Ramp and Harbor Boulevard Off-Ramp	2,540	Not Applicable						
W-22	SR-22 EB b/w Fairview Street / Garden Grove Boulevard On-Ramp and The City Drive Off-Ramp	2,350	5,740	50	280	930	25.7	C	
	SR-22 WB b/w Metropolitan Drive On-Ramp and Haster Street Off-Ramp	2,390	6,030	20	630	360	23.8	B	
W-23	SR-22 EB b/w The City Drive On-Ramp and Bristol Street Off-Ramp	970	6,830	30	160	490	> Capacity	F	
	SR-22 WB b/w La Veta Avenue On-Ramp and Metropolitan Drive Off-Ramp	1,430	6,170	30	1,230	490	38.9	E	
W-24	SR-22 EB b/w Bristol Street On-Ramp and I-5 SB Connector	850	5,870	40	1,640	800	> Capacity	F	
W-25	SR-22 EB b/w SR-57 SB Connector and Town and Country Road Off-Ramp	1,180	1,700	100	1,190	1,990	32.7	D	
	SR-22 WB b/w La Veta Avenue On-Ramp and I-5 / SR-57 NB Connector	1,810	1,810	40	1,900	710	25.7	C	
W-26	SR-22 EB b/w Town and Country Road On-Ramp and Glassell Street Off-Ramp	1,250	2,970	30	650	640	23.4	B	
	SR-22 WB b/w Glassell Street On-Ramp and La Veta Avenue Off-Ramp	1,270	3,170	30	840	540	25.4	C	
W-27	SR-22 EB b/w Glassell Street On-Ramp and Tustin Street Off-Ramp	2,780	Not Applicable						
	SR-22 WB b/w Tustin Street On-Ramp and Glassell Street Off-Ramp	3,040	Not Applicable						



Table 5-9: 2030 With Project Freeway Weaving PM Peak Hour HCM LOS

ID	Weaving Segment	Weaving Length (ft)	Weaving Movement Volume				Density (pc/mi/ln)	LOS
			A-C	B-D	A-D	B-C		
W - 1	I-5 NB b/w Brookhurst Street On-Ramp and SR-91 EB Off-Ramp	2,980	Not Applicable					
	I-5 SB b/w SR-91 Connector / Magnolia Avenue On-Ramp and Brookhurst Street Off-Ramp	3,390						
W - 2	I-5 NB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp	2,890						
	I-5 SB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp	2,540						
W - 3	I-5 NB b/w Lincoln Avenue On-Ramp and Euclid Street Off-Ramp	2,000	9,860	20	650	300	37.4	E
W - 4	I-5 NB b/w Disneyland Drive On-Ramp and Lincoln Avenue Off-Ramp	1,680	10,070	20	680	470	39.9	E
	I-5 SB b/w Lincoln Avenue On-Ramp and Disneyland Drive Off-Ramp	3,060	Not Applicable					
W - 5	I-5 SB b/w Disneyland Drive On-Ramp and Harbor Boulevard Off-Ramp	1,520	7,150	50	650	980	36.8	E
W - 6	I-5 NB b/w Anaheim Boulevard On-Ramp and Harbor Boulevard Off-Ramp	2,080	7,850	60	950	1,230	> Capacity	F
	I-5 SB b/w Harbor Boulevard On-Ramp and Disney Way Off-Ramp	2,650	Not Applicable					
W - 7	I-5 NB b/w State College Boulevard On-Ramp and Katella Avenue Off-Ramp	2,350	7,300	20	1,720	420	35.4	D
	I-5 SB b/w Katella Avenue On-Ramp and State College Boulevard Off-Ramp	1,870	7,000	40	830	770	34.6	D
W - 8	I-5 NB b/w SR-22 Connector and Chapman Avenue Off-Ramp	1,720	7,080	140	280	2,660	> Capacity	F
	I-5 SB b/w State College Boulevard / Chapman Avenue On-Ramp and SR-22 Connector	1,510	6,730	20	1,300	300	34.7	D
W - 9	I-5 NB b/w Main Street On-Ramp and SR-22 WB Connector	1,740	9,150	100	1,060	1,850	> Capacity	F
W - 10	I-5 NB b/w 17th Street On-Ramp and Main Street Off-Ramp	1,530	11,580	20	1,380	350	> Capacity	F
	I-5 SB b/w Main Street On-Ramp and 17th Street / Penn Way Off-Ramp	1,510	10,860	40	680	840	> Capacity	F
W - 11	I-5 NB b/w Grand Avenue On-Ramp and 17th Street Off-Ramp	2,110	10,030	40	700	710	> Capacity	F
	I-5 SB b/w Penn Way On-Ramp and Santa Ana Boulevard Off-Ramp	1,260	9,490	40	800	690	> Capacity	F
W - 12	I-5 NB b/w Fourth Street On-Ramp and Grand Avenue Off-Ramp	1,820	9,960	30	550	610	> Capacity	F
	I-5 SB b/w Santa Ana Boulevard On-Ramp and Fourth Street Off-Ramp	2,500	9,530	30	850	470	38.0	E
W - 13	I-5 NB b/w SR-55 Connector and First Street Off-Ramp	1,750	6,430	180	930	3,350	> Capacity	F
	I-5 SB b/w First Street On-Ramp and SR-55 SB Connector	1,580	6,440	50	2,470	970	> Capacity	F
W - 14	SR-57 NB b/w Chapman Avenue On-Ramp and Orangewood Avenue Off-Ramp	1,230	7,780	20	300	410	29.3	C
	SR-57 SB b/w Orangewood Avenue On-Ramp and Chapman Avenue Off-Ramp	1,140	7,210	40	640	660	36.6	E
W - 15	SR-57 NB b/w Orangewood Avenue On-Ramp and Katella Avenue Off-Ramp	1,360	7,750	30	740	660	33.6	D
	SR-57 SB b/w Katella Avenue On-Ramp and Orangewood Avenue Off-Ramp	1,780	7,750	30	900	480	36.8	E
W - 16	SR-57 NB b/w Katella Avenue On-Ramp and Ball Road Off-Ramp	2,130	8,370	30	950	490	35.0	D
	SR-57 SB b/w Ball Road On-Ramp and Katella Avenue Off-Ramp	2,490	7,010	30	770	550	37.8	E
W - 17	SR-57 NB b/w Ball Road On-Ramp and Lincoln Avenue Off-Ramp	4,950	Not Applicable					
	SR-57 SB b/w Lincoln Avenue On-Ramp and Ball Road Off-Ramp	5,160						
W - 18	SR-57 NB b/w Lincoln Avenue On-Ramp and SR-91 EB Connector	2,250	8,690	30	1,600	620	> Capacity	F
	SR-57 SB b/w SR-91 EB Connector and Lincoln Avenue Off-Ramp	1,820	4,570	90	980	1,630	35.1	D
W - 19	SR-22 EB b/w Brookhurst Street On-Ramp and Euclid Street Off-Ramp	3,370	Not Applicable					
	SR-22 WB b/w Euclid Street On-Ramp and Brookhurst Street Off-Ramp	5,270						
W - 20	SR-22 EB b/w Euclid Street On-Ramp and Harbor Boulevard Off-Ramp	2,640	Not Applicable					
	SR-22 WB b/w Harbor Boulevard On-Ramp and Euclid Street Off-Ramp	2,260						7,600



Table 5-9: 2030 With Project Freeway Weaving PM Peak Hour HCM LOS, Continued

ID	Weaving Segment	Weaving Length (Ft)	Weaving Movement Volume				Density (pc/mi/ln)	LOS
			A-C	B-D	A-D	B-C		
W - 21	SR-22 EB b/w Harbor Boulevard On-Ramp and Fairview Street Off-Ramp	2,770	Not Applicable					
	SR-22 WB b/w Haster Street / Garden Grove Boulevard On-Ramp and Harbor Boulevard Off-Ramp	2,540						
W - 22	SR-22 EB b/w Fairview Street / Garden Grove Boulevard On-Ramp and The City Drive Off-Ramp	2,350	7,360	70	390	1,290	35.7	D
	SR-22 WB b/w Metropolitan Drive On-Ramp and Haster Street Off-Ramp	2,390	9,000	20	850	470	36.2	E
W - 23	SR-22 EB b/w The City Drive On-Ramp and Bristol Street Off-Ramp	970	8,870	40	220	690	> Capacity	F
	SR-22 WB b/w La Veta Avenue On-Ramp and Metropolitan Drive Off-Ramp	1,430	9,180	40	1,210	670	> Capacity	F
W - 24	SR-22 EB b/w Bristol Street On-Ramp and I-5 SB Connector	850	7,530	60	2,390	1,110	> Capacity	F
W - 25	SR-22 EB b/w SR-57 SB Connector and Town and Country Road Off-Ramp	1,180	1,490	150	1,650	2,800	> Capacity	F
	SR-22 WB b/w La Veta Avenue On-Ramp and I-5 / SR-57 NB Connector	1,810	3,120	60	2,340	1,110	> Capacity	F
W - 26	SR-22 EB b/w Town and Country Road On-Ramp and Glassell Street Off-Ramp	1,250	4,240	70	750	1,300	39.9	D
	SR-22 WB b/w Glassell Street On-Ramp and La Veta Avenue Off-Ramp	1,270	4,000	40	1,050	790	35.5	D
W - 27	SR-22 EB b/w Glassell Street On-Ramp and Tustin Street Off-Ramp	2,780	Not Applicable					
	SR-22 WB b/w Tustin Street On-Ramp and Glassell Street Off-Ramp	3,040						

Summary

As demonstrated in the traffic analysis, the circulation system in the Platinum Triangle study area is forecast to deteriorate under both the 2030 buildout No Project and With Project scenarios. The increased intensities of the buildout of the Proposed Project contribute to deficiencies when compared to the current General Plan buildout. Under the City of Anaheim's traffic analysis guidelines, project related significant impacts would require mitigation to an acceptable LOS. Chapter 6 identifies project related impacts while Chapter 7 demonstrates that the proposed improvements allow the system to operate at an acceptable LOS. Detailed mitigation ICU worksheets and Synchro analysis worksheets for intersections are included in Appendix E-4 and H-4, respectively.